

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATHAN," 2,260 " R. D. Thomas.
 "HANKOW," 3,073 " G. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon.
 Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 tons Captain J. Wilcox.
 "NANNING," 569 " C. Burchard.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD-AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 29th September, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE steamers sail from HONGKONG to SAMSHU, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorge, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

21, John Street, Bedford Row, W.C. 59, Bentinck Street. 559, Nanking Road.
 Hongkong, 27th November, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 19th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 9th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$22.00
Return	\$72.00	\$43.00	\$23.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	\$65.00	\$44.00	\$24.00
Return	\$97.00	\$66.00	\$36.00

* TO NEW YORK VIA SUZ:

	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA OR GIBRALTAR	\$64.00	\$44.00	\$26.00
Return	\$115.00	\$79.00	\$47.00
VIA BREMEN OR SOUTHAMPTON	\$68.00	\$46.00	\$27.00
Return	\$123.00	\$83.00	\$49.00

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N.D. L. Mediterranean Steamers from Alexandria to Naples or Genoa instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONE.	SAILING DATES.
SANDAKAN	TUESDAY, 16th October.
WILLEHAD	TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendt, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$39.00	\$30.00	Return	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return	\$42.00
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return	\$38.00
TO SYDNEY	\$31.00	\$21.00	\$15.00	Return	\$39.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return	\$42.10
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return	\$170.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return	\$170.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUR. P. VIA AUSTRALIA AND AMERICA	96.00
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N.D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 10th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 24th October.
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 24th October.

* Reaching Yokohama in less than 6 days.

TRANSOCEANIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co, O. & O. S. S. Co, T. K. R. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	\$65.10
TO PARIS VIA CHERBOURG	\$65.00
TO NAPLES, GENOA VIA GIBRALTAR	\$65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 5th October, 1906.

Amimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
 entrance, top 95 ft.; bottom 75 ft.
 Water on blocks, 27.5 ft. Time to
 pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
 entrance, top 60.5 ft. bottom 45.8
 ft. Water on blocks, 26.5 ft. Time
 to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA-MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

etc., etc., etc.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

[40]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom reference

may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(53) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

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THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS, and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1905.

[42]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-

Turers and DEALERS in Ladies'

and Children's Underwear, Silk, Pongee, Grass-

cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-

men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

[43]

COLD STORAGE.

THE HONGKONG ICE-COMPANY,
 LTD. have now 40,000 Cubic feet of
 COLD STORAGE available at EAST POINT.
 Stores will be Open at 10 A.M. and 4 P.M.
 daily, Sunday excepted, to receive and deliver
 perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1906.

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NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA

SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET

Hongkong.

Hongkong, 18th April, 1906.

[510]

For Sale.

FOR SALE.

WELSBACH'S

IN-DOOR &

OUT-DOOR

4-LIGHT

GAS ARC

L

Intimations.

Powell's

(28, QUEEN'S ROAD.)

Have just received their

New Stock

of

FOOTBALL

BOOTS.

The "Cert" Registered.

CHROME

Light weight, no pads,
Studs, cut to cap and
joint strap one piece,
Unbreakable Toe-

\$6.00

Pair.

RUSSET
GALF

Medium weight, one pad,
Bars, Superior qual-
ity, very hard Toe
cap—

\$8.00

Pair.

Thoroughly Reliable

Boots.

W.M. POWELL,
LTD.,(OPPOSITE THE CLOCK TOWER)
HONGKONG.

Hongkong, 25th September, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

PEAK CLUB.

THE MEMBERS of the PEAK CLUB
are notified that the Band of the ROYAL
WEST KENT REGIMENT will play at the Club
at 9.30 P.M. on SATURDAY, October, 1906,
instead of October 6th, as previously notified.

By Order of the Committee,

C. G. PRITCHARD,

Hon. Secretary,
Hongkong, 4th October, 1906.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR.

but without running a doctor's bill or falling into

the deep ditch of quackery, may safely, speedily

and economically cure himself without the knowl-

edge of a second party. By the introduction of

THE NEW FRENCH REMEDY,

THERAPION.

A complete revolution has been wrought in this de-

partment of medical science, whilst thousands have

been restored to health and happiness who for

years previously had been merely dragging out a

miserable existence.

THERAPION No. 1—A Sovereign

Remedy for discharges from the urinary

organs, suppurating infections, the use of which

renders irreparable harm by laying the foundation

of prostatic and other serious diseases.

THERAPION No. 2—A Sovereign

Remedy for primary and secondary skin

eruptions, eruptions, pains and swellings of the

joints, and all those complaints which mercury

and arsenic are popularly but erroneously

supposed to cure. This preparation purifies the

whole system through the blood and thoroughly

eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign

Remedy for debility, nervousness, impaired

vision, sleeplessness, distaste and incapacity for

business or pleasure, loss of vitality, bleeding,

indigestion, pains in the back and head, and all

those diseases resulting from early error and

excess which the faculty so persistently ignores,

because so impotent to cure or even relieve.

THERAPION is sold throughout the Colonies

throughout the world. Price in England 20

s. 6d. In order to state which of the three

remedies is required, and observe that the word

"THERAPION" appears on each bottle and is stamped

in white letters on a red ground affixed to

every package by order of His Majesty's Hon.

Commissioners, and without which it is a forgery.

Sold by A. F. WATSON & Co., Ltd.,

Hongkong, China and Manila.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net \$4.50 per Cask
ex Factory.In Bags of 250 lbs. net \$2.70 per Bag
ex Factory.

SHEWAN, TOMES & Co.,

General Managers,
Hongkong, 2nd October, 1906.

TUBORG BEER.

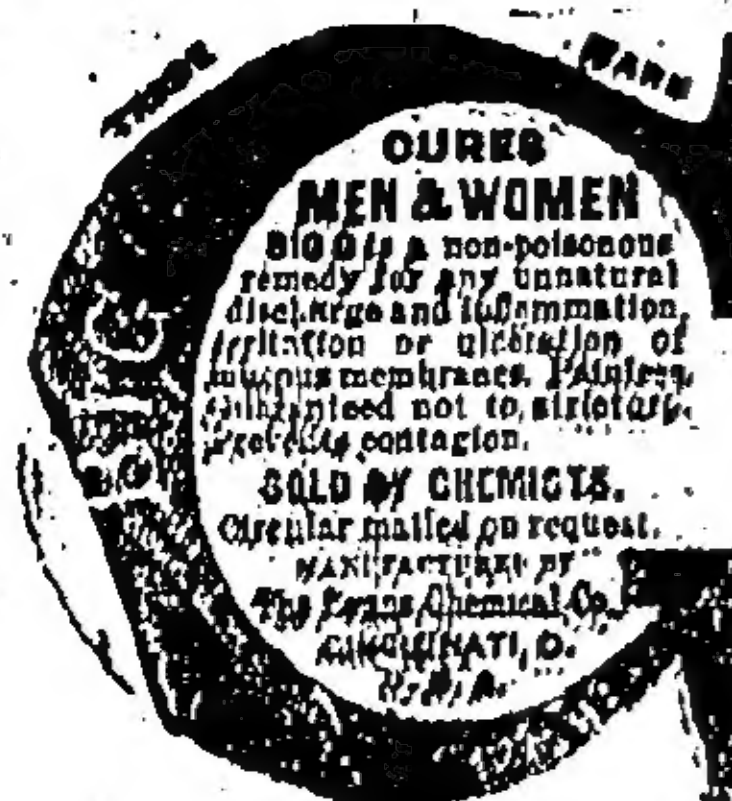
A FIRST CLASS PILSENER BEER,
guaranteed free from Salicylic Acid,
and any other Chemicals.Price \$1.50 per case of 48 bottles (quint)
or 600 pints.

Special Prices for Quantities

Sole Agents—

SIEMSEN & CO.,

Hongkong, 19th January, 1907.



Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,
TO-MORROW,
the 6th October, 1906, at 2.30 P.M., at
"New Kingsclere," Kennedy Road,
A QUANTITY OF
VERY VALUABLE HOUSEHOLD
FURNITURE,
Comprising—

SILK TAPESTRY and PLUSH COVERED
DRAWING ROOM SUITES, MARBLE
FIGURES, OCCASIONAL TABLES,
FANCY FRENCH MIRRORS, ORNA-
MENTS, PICTURES, &c. &c.
EXTENSION DINING TABLE, HAND-
SOME SIDEBOARDS with MARBLE TOP
and BEVELLED MIRRORS, DINNER
WAGGONS, MOROCCO COVERED DIN-
ING ROOM SUITE, BOOK CASES, PIC-
TURES, CURTAINS, &c. &c.
BRASS BEDSTEPS, MARBLE TOP
WASHSTANDS, TOILET TABLES,
HANDSOME WARDROBES, BEDROOM
SUITES, &c. &c.
TIEN TINS and PILE CARPETS and
RUGS, GLASS and CROCKERY WARE,
and KITCHEN UTENSILS, and a quantity
of FINE ELECTRO-PLATED WARE.

7 CARRIAGES and a quantity of SAD-
DLERY.
TERMS—As Customary.
On view from Wednesday, the 3rd October,
1906.

GEORGE P. LAMMERT,
Auctioneer,
Hongkong, 5th October, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 6th October, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising—

OLD SATSUMA VASES, INCENSE
BURNERS, WALL PLATES, SILVER and
GOLD CLOISONNE VASES, TEA SETS,
CARVED IVORY FIGURES, SILK EM-
BROIDERED SCREENS, MAKUZU
VASES, KAGA TEA SETS, WATER
COLOURS, PICTURES, &c. &c. &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 5th October, 1906.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 8th day of October,
1906, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
at Hung Hom, in the Colony of Hongkong,
for a term of 75 years, from 16th day of
May, 1904, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor
of His Majesty the KING, for one further term
of 75 years.

PARTICULARS OF THE LOT.

No. of the Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
Lot No. 173.	Hung Hom	100 ft. by 100 ft.	10,000	\$100	\$1,000

Hongkong, 29th September, 1906.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

THE VERY VALUABLE RECLAMA-
TION PROPERTY,
known as the REMAINING PORTION OF
THE EXTENSION TO THE REMAINING
PORTION OF MARINE LOT 88 containing
an area of 1.87 square feet upon which stand
the houses known as 27 BONHAM STRAND
WEST and 18 WING LOK STREET
will be offered for sale by
PUBLIC AUCTION,

MONDAY,

the 15th day of October, 1906,

at Mr. GEO. P. LAMMERT,
at his Sales Rooms, No. 3, Duddell Street,
at 3 o'clock in the afternoon.

The Purchaser on completion of his pur-
chase will be entitled to surrender the premises
purchased by him to the Crown and to call for
a Crown Lease of the same for 999 years as
from the 27th day of September, 1854, at the
Annual Rent of \$54. The Purchaser will be
required to take up such Crown Lease as soon
as practicable after completion.
For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
8, Des Vaux Road Central,
The Vendor's Solicitors,
or to
The Auctioneer,
Mr. GEO. P. LAMMERT,
3, Duddell Street,
Hongkong, 4th October, 1906.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,

OF
VALUABLE LEASEHOLD
PROPERTY,
situate at Lan Kwai Fong, in the Colony of
Hongkong,
ON
TUESDAY,
the 16th day of October, 1906, at 3 P.M.,
BY
Mr. GEO. P. LAMMERT,
Auctioneer,
at his Sales Rooms, Duddell Street, Victoria.

The Premises are registered in the Land
Office as SECTION A OF INLAND LOT No. 1,363
with the Mortgage thereon, known as No. 6,
Lan Kwai Fong, and are held from the Crown
for the residue of a term of 999 years.
Annual Crown Rent \$5.70.
For further particulars and conditions of
sale, apply to—
Messrs. EWENS, HARTON & HARDING,
Vendor's Solicitors,
Hongkong, 3rd October, 1906.

CURRENCY REFORM IN
MEXICO.

THE IMMEDIATE EFFECT.

At first sight it seems curious, says H. M.
Chavez d'Affaires in Mexico, that in the very
year in which one of the largest increases in
the import duties has taken place, the sale of
fiscal stamps, which fairly accurately reflects
the state of the internal trade of the country,
should show such an insignificant increase.
Nevertheless, the uncertainty in respect to the
projected currency reform, the fear that it
might result in a paralysation of the national
industries, and the disequilibrium produced
by the alteration in the standard of value of
all commodities, sufficiently account for the
fact that transactions in the interior of the
Republic during last year did not receive the
same forward impulse as the imports of foreign
goods, which are usually regulated by considera-
tions of the moment, and can be liquidated
within a relatively short period of time. For
the year 1906-7, it is to be assumed that the
country will continue to reap the advantages of
the above-mentioned reform, advantages the
importance of which the people are now com-
mencing to feel. Some reaction may possibly
occur, it is true, until the balance of our foreign
trade is firmly established, but commercial trans-
actions are to-day conducted on a fixed basis
which was wanting formerly, and great as is
the fear of the insecurity which might be pro-
duced by the contraction of the currency, it is
probable that these conditions, if they make
themselves felt, will rather affect the importa-
tions than the markets for national products,
thus producing the very opposite result from that
which took place in the past fiscal year.

MONEY.

Of all the ordinary hinge of daily life, which
have excited the efforts of the manufacturer of
slang, there's probably none which has had
so much vogue as money. Wealth has inspired
the wit all ages, and there is probably not a
single large occupation in the world the la-
bourers at which have not their special term for
indicating the payment or reception of their
wages. Everyone will recognize "treasure," the
particular designation of pay day in use amongst
actors and actresses, a designation sometimes
one fears used in terms of blither reproach, to-
wards an unsympathetic public. To the ordi-
nary clerical hand at home, it is sufficient
indication of the state of one's finances, to ob-
serve at the end of the week, that "the chest
has not walked yet." This is one of the most
curious of all these terms, and I have never
yet seen or heard a satisfactory explanation of
its origin, yet it is quite one of the commonest
fascina de parler in use nowadays. Many of
the latter day terms have their origin in music
and songs, where a catchy word, often quite
meaningless in itself, is applied to certain cir-
cumstances, almost invariably with a view to
the general "rhythmic" of the poem, or the
bookmakers, whose "pony" is well known, as
an equine beast, but as fifty of the "very
best," the latter is another term. "Monkey"
for some reason climbs up to five hundred,
"thick one" is another term—a "margold"
is a million, and a "plum" one hundred thousand;
but the writer regrets that the circle in which
he moves so seldom deals in these amounts,
that he is unable to say whether they are in
common use.

Of course too we know as the Latin
"thick one," a solid, don't it, to need further ex-
planation, but what was the derivation of such
things as "moput" and "blunt"? "Tin" is
conceivable as cynical, and if it had originated
here could have been taken as a really sensible
word, but "rhino" is beyond conjecture, though
the ingenious and indefatigable Dr. Brewer
finds a weird explanation in an ancient nos-
ta ofodin, which may have had a name
similar to Rhinoceros. To have none of the "ready"
is quite plain significance of being unable to
pay, but were a man to say to another "Oh
Jones his left his son a gravy spoon" he would
likely be laughed at though the son would be
richer thereby to the extent of twenty thousand.
"Half a bull" one always understood as half a
crown, probably from the Latin for seal, owing
to the size of the five shilling piece, but if one
sifts up another, that he had lost his dog and a
pound of money, for John Anderson would
less readily recognize the fact that the speaker was
less wealthy by one of his standardized dollars.
A "shiner" represents, as one remembers, a
"thick one" and half a thick one is equal to a
"silver guinea." The latter term is rarely used,
and probably came into being at the time of the
1887 Jubilee, when there was quite a suc-
cessful run on the gilding of Jubilee shillings,
and passing them off as half sovereigns. "Tan-
ners" are all it is, and "dollars" is said to be
really slang for thaler.

"Duit" is the common term for a quarter-
cent, a coin almost as useful to the natives as
the humble farthing is at the catch-draper's.
Small silver coins, five, ten, and twenty cents
are known as "Rupia"—no doubt from the
old East Indian coinage. A "Kupang" is ten
cents, the usual expression in Penang and the
north, and when the "wang" (24 cents) is added,
the list of local names we know of is completed.

Street boys know the value of a brown, and
Americans of a "dime," the former is as ap-
parent in origin as is "nickel," but who could
tell us what is a "foey" and how it became so
called, without calling to his aid various dic-
tionaries of curious information? "Yellow
boys" are as obvious as "nickel" or "brown"
but "eyns" never heard nor, is found in old
writings as representing a silver penny. The
farthing is a hard slang, inasmuch as it is the
fourth thing or part of a penny; "bowler,"
"molders" "doit" are all simply foreign terms.
"Hard cash" has been immortalized by Rende
and "to raise the wind" is quite obviously
of salt water derivation. You may "let go a
kite in order to avoid going on tick, but the
odds are against you that you will climb the
golden stairs in consequence, unless your left
pocket brings you a drop, when you may be able
to cut your lucky and push the spoonfuls,"
which may be interpreted that if you may pass
a bad note in order to get some money to pay
your debts, but you will possibly be caught
and condemned to treadmill, unless your luck
is so, that you can get away and put the
change in your pocket. He who has none of the
"shiners of war" will "pull the tail of the
devil" quite happily, though he would rather
have the "blinky" paid and say nothing about the
unpleasant origin of the term. But whether
we are "paid our screw" or "earn our wages,"
whether we "borrow a tax on" or "pocket the
spendulicks," whether we "acquire wealth" or
"drop it" on the favourite, in each and every
case we have flesh with that plant the root of
which is the source of all evil.

As generations pass by the language is en-
riched by many terms of it is sort, some few
survive to come of them die out as time goes on,
and then the tracking of the words to their source
of invention forms an interesting study for the
generation to belong—Mayo in Singapore Free
Press.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SIMLA"
FROM LONDON, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Britannia.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th October, 1906.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 8th instant, will be
landed at Consignees' risk and expense. Claims
for rain damage to Cargo landed into Godown,
at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th October, 1906.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"BRISGAVIA,"

Captain Hildebrandt, having arrived from
Hamburg, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th October, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd October, 1906.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"HABSBURG,"

Captain Filler, having arrived from Hamburg,
Consignees of Cargo are hereby requested to
send in their Bills of Lading for countersig-
nature by the Undersigned and to take im-
mediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 8th October, 1906, will
be subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st October, 1906.

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. *Charente*, from Havre ex S.S. *Charente*,
and from Bordeaux ex S.S. *Ville de Bordeaux*
and *Le Roy Lailler*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-
DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 8th October, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 8th October, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 8th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Intimation.



"STILL LEADING."
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.
\$15 per case.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any uncorrected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 5, 1906.

THE "CHARTERHOUSE" DISASTER.

As if the long list of disasters occasioned by the recent typhoons were not sufficiently heartrending still another was added yesterday by the news that the emigrant steamer *Charterhouse* had foundered at sea and that some 70 lives had been lost. We had thought that the poignant tale of suffering and sorrow had been completed, that the voracious vengeance of the sea had been satisfied, and that it was possible now to look forward to brighter days, to forget, if possible, the terrible toll exacted by the typhoon in providing for those who have been left to fend for themselves. But the *Charterhouse* renews the story, and the narrative related by the few who were picked up by the *Kohshang* is pitiable to the extreme. What made the loss of life by the sinking of the *Charterhouse* all the more terrible is the fact that it occurred in the blackest hours of night, miles away from land, and beyond the reach of help. It is possible sometimes to take such measures as will ensure the majority on a sinking ship securing a chance of escape, but at night, amid a raging storm, with the waves running so high that not a life-boat will live in the water, the last chance is practically withdrawn. How Chief Engineer Dowse and the 25 Chinese managed to survive their experience is a marvel. All through that long night, with the typhoon at its height, and the seas playing havoc with the few spars which constituted their last hope of escape, they clung to the raft, but it was

a dismal outlook for them when day dawned. There was not a drop of fresh water, not a crust of bread—the prospect, indeed, was more dreary than if they had been swallowed up in the trough of the ocean and gained oblivion without the additional hardships of starvation and hopeless misery. For nearly three days the unhappy survivors of the wrecked vessel were tossed about in the ocean trusting in Providence that they would be picked up. It is pathetic to read of the mother and her child who was dying before her eyes. Last help came in the shape of the *Kohshang*, but the child died on reaching the ship. Of the others constituting the remainder of the crew and passengers not a sign had been seen and we can only imagine their sufferings before the end came. The typhoons have been answerable for much misery, but nothing as it does when people had become satiated with the effects of the gales, the tale of the *Charterhouse* seems to be the crowning tragedy amidst a veritable multitude of tragedies.

THE YUET-HAN RAILWAY.

Little has been heard of the Canton-Hankow railway for some time and proceeding on the maxim that no news is good news it was generally believed that directors, shareholders and officials were working together harmoniously. From a despatch which was published from a correspondent yesterday, it would appear, however, that a certain amount of friction still exists between some of the parties. On this occasion it was a director and the engineer superintending the construction of the line who had a slight difference, which although trivial in itself may not unwarrantably lead to the conclusion that perfect amity has not yet been established. The director appears to have asked the chief engineer some very pointed questions on the subject of railway construction to which the official gave answers that were not considered satisfactory by the former. It is a common characteristic of officials to reply to questions submitted by impractical inquirers on technical subjects in a slightly superior fashion, and probably the engineer of the Yuet-han line is not above treating his replies to the questions of curious directors with that slight sarcasm which is peculiarly irritating. At all events, the director bluntly told the engineer that he was not fit to hold his position, or words to that effect, and there the matter stands. It is not stated whether the engineer replied with a *tu quoque*, but if Chinese engineers resemble their western prototypes he most certainly gave the director a clear and definite view of his opinion of directors in general and that director in particular, probably adding a few choice references to the director's ancestors and personal history. Of course, such contumacious on the part of a mere servant of the company is to be highly reprobated, but it is a well known fact that men who have acquired a technical education have a profound and scarcely disguised contempt for untechnical humanity. In other respects they may be the most genial and charming of people, but in matters concerning their own profession they will not tolerate argument or suggestion. The engineer of the Canton-Hankow railway had, no doubt, the last word in that encounter, but the director has the final say in the matter when it is brought under the notice of the board. Apparently the vernacular papers attach some importance to the incident, for it has been given prominence in the Press and seems likely to lead to fresh developments. In connection with the directorate of the Canton-Hankow railway the rumour is again given currency that the president of the board of directors has resigned in consequence of his dissatisfaction with the views expressed by his colleagues. It is stated that Cheung Pat Shi has been nominated to fill the vacancy and that his candidature is looked upon favourably by the general body of shareholders and the members of the board. Cheung Pat Shi is the promoter of the railway which it is proposed to construct from Canton to Whampoa and thence to Amoy. It might have been thought that the proposed railway being only in its initial stages would have absorbed all the energies of Mr. Cheung for a considerable time to come, but apparently the shareholders of the Yuet-han line believe that a man capable of securing official, that is to say Imperial, assent to a scheme which has been projected by him, self, and which he himself proposes to carry out, is eminently suitable in another scheme of railway development. Mr. Cheung was formerly Consul-General for China in the Straits Settlements and like so many of his compatriots made a fortune in the Malayan tin mines. These differences and changes may or may not be of potential significance, but they show at least that the Yuet-han railway construction scheme is not being allowed to drift, but is being pushed forward by the shareholders and officials and its consummation is not to be doubted.

WHITE-LEAD is the result of exposing sheets of lead to fumes of vinegar.

NEW-FANGLED NOTIONS AT KULANGSU.

What may be described as a matter of supreme public interest was discussed at a meeting of the Kulangsu Municipal Council, Amoy, held so far back as the 15th September. Some misguided person in that united and bucolic community has lately had the temerity to import a motor bicycle and disport himself along the highways and byways of the Municipality. It was not alleged that the throbbling and clatter of the motor had disturbed the sonolent tendencies of the inhabitants or that the fact of any one being in a position to import the new-fangled machine had aroused jealousy where all was formerly concord, but it was claimed that the fact of a motor bicycle, whizzing at untold speed along the bypaths was a menace and danger to the residents. In fact, the mechanical device was a thorough nuisance and should be suppressed without further delay, for there was no telling whether others might not so far lose their equilibrium in a burst of modernity as to invest their savings in a similar contrivance. Here was a subject of sufficient importance to receive the profound consideration of the trustees of Kulangsu. Should they nip this unwanted and amazing effusion of spirit and independence in the bud, and order the motor bicycle to be confiscated while the miserable owner should be punished *à la* the prisoner of Chillon, or should they exercise that magnanimity for which Kulangsu is so justly famed? There was no precedent on which to act; the by-laws made no reference to "puffing-billies" or "flying Dutchmen" or the like. Matter for thought indeed. But the Councillors were equal to the occasion and they drew up a resolution which was deprecatory, hortatory and appreciative all at one and the same time. It was a resolution which might have been laid before a frivolous son by an anxious father. The Council instructed the secretary "to inform the owner of the motor bicycle that, while the Council consider such machines undesirable on the island and any increase in the number of these machines on the roads should be discouraged as they are a source of considerable danger to the public, they realize the care the owner takes to avoid accidents and, for the present, are willing that 'closed time' for riding the machine shall be from 4 p.m. to 6.30 p.m." Nothing could be better; nobody could be offended; and yet there is that caution to the rash "delinquent" and that sage advice to others who might be inclined to follow the broad road to destruction which show that the councillors are diplomats as well as advisers—fathers of the people in every respect. It is unfortunate that nothing is said about a penalty should the wild innovator of Kulangsu disregard the "closed time" and persist in careering madly round the Municipality between the hours of 4 p.m. and 6.30 p.m., when the Kulangsu collectors are sauntering towards the new cricket club pavilion in their best bib and tucker and the men are discussing at great length their last poker hand on the previous night. We suggest that the penalty should be something mixed with boiling oil. No one would be so heartless as to suggest that the offender should be banished from the sweet delights and placid peacefulness of cheerful Kulangsu. But perhaps if the villain persisted in his nefarious practices it might come to that. We trust most sincerely that the people of Kulangsu will take the advice of their city fathers and have nothing whatever to do with those soul-racking, heart-breaking, irresponsible, disgusting and plebeian motor bicycles. If only Hongkong would take the same advice we might be almost as happy as Kulangsu.

LOCAL AND GENERAL.

THE opening match of the Grainger Cricket Club for the season will take place tomorrow at 2.15 p.m. Teams will be selected on the ground.

A MICKLAYER, who was employed with others in attempting to brick work the Kowloon godowns, was arraigned before Mr. H. J. Gompertz, at the Police Court to-day, charged with stealing a quantity of soap, the property of the Godown Company. The caretaker said he saw defendant remove the lid from the box and steal the soap. Defendant admitted the theft, and was sentenced to fifteen days' hard labour and six hours' stocks.

A MALAY calling himself Jacob, second name unknown, was proceeded against by R. S. G. Sullivan, before Mr. H. J. Gompertz, at the Police Court this morning, with keeping a boarding-house for seamen without permission from the Harbour officials. Jacob denied at first that he was the keeper of the tenement, and gave the name of another Malay, whom he alleged was the proper master. When that gentleman was called and he denied the statement made by Jacob, the latter became muddled and murmured that he did not know a permit was necessary for such a business. He has only been in the Colony for twenty years. When the Court said that Jacob could be fined \$100, he thought that he was fined that sum and clutched on to the rails of the dock. He lived up considerably, however, when his Worship said he would only have to pay \$15 on this occasion.

SAMUEL Vaughan, an engineer by profession, was charged before Mr. H. J. Gompertz, at the Police Court this morning, with being a vagrant and having no visible means of subsistence. The defendant pleaded guilty to the charge, and added that he only arrived in the Colony yesterday on the steamer *Laisang*. His Worship issued an order sending defendant to the House of Detention.

By kind permission of Lieut. Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Battalion "The Queen's Own" (Royal West Kent Reg.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 6th inst.:

March....."Constitution".....Black Overture....."The Golden Cross".....Brill Selection from....."Lucia di Lammermoor".....Dinoratti Value....."Wiener Mail".....Zielher Intermezzo....."Reve du Bal".....Bilshberg Suite from....."Coppelia".....Delibes National Fantasia....."Scotland's Pride".....G. Gouffé God Save the King.

EIGHT *felis*, who are employed in a shop at Mong-ko-tsu, were charged before Mr. F. A. Hazeland, at the Police Court this morning, with assault. The complainants were seven sampanmen. Mr. Otto Kong Sing appeared for the defendant. The complainants deposed that some time yesterday afternoon they went to defendant's shop to be paid for work they had done. There was a disagreement between the parties as to the sum and the defendants were alleged to have chased complainants out into the street with sticks and poles and there assaulted them. One of the complainants had to be removed to hospital for injuries received in the fight. His Worship found the men guilty and fined them \$5 each.

THREE decrepit-looking individuals, deportees from the Straits Settlements, who arrived here yesterday on board the steamer *Laisang*, were arraigned before Mr. F. A. Hazeland, at the Police Court this morning, charged with stealing on board a ship, a charge which they admitted. The defendants, while on board ship, were separated from other Chinese passengers. Just before the vessel anchored they were placed in a passage outside the boys' cabin, preparatory to being handed over to the Water Police. During the absence of the officer the deportees entered the servant boys' cabin, and from a box removed \$23 in cash. They were seen leaving the cabin and when searched the money was found. They were each sentenced to seven days' imprisonment.

"WILL your Lordship allow me to prove my claim in Chambers, to-morrow?" asked a solicitor representing a plaintiff in a Summary Jurisdiction case, before his Honour Mr. A. G. Wise, Paines Judge, this morning. "Very well," replied his Honour, "next." "I have a similar application, my Lord," said another solicitor, "if your Lordship will grant me the same leave." "Well, yes, you may do so," replied his Honour. Up jumped solicitor No. 3, and made a similar application on behalf of his client. "Well, you may do so," replied his Honour, "in this case, but look here, this sort of thing is not to become a regular practice." "Oh! no, my Lord," chorused the learned legal lights present in the Court, as his Honour rose and the Court adjourned.

A VANISHED PLAINTIFF.

IN MUCH-ADJOURNED SUITS.

When the cases of Cheung Kai Yee, trading as the Yee Cheong shop, of No. 43 Des Voeux Road, Central, against Cheung Sui Sang, and Chau Kwai Chin, in a second suit, both defendants being *felis* of the Wing Fat shop, of No. 66 Queen's Road, Central, for the recovery of the sums of \$207, and \$100 respectively, alleged to be due to the plaintiff for money lent by him to the defendants, Mr. R. Gardiner, of Mr. O. D. Thomson's office, who appeared for the defendant in both cases, informed his Honour that the cases would not proceed as the plaintiff was not in Court. "Just what I thought," said his Honour; "he's no doubt taken my advice and gone away."

Mr. Gardiner: At any rate I am informed, my Lord, that he has decided not to proceed with the cases.

His Honour: Well, I should think not, after what I told him. I told him to run away and not to come up here again; and no doubt he has done so. I know all about him. He was mixed up with the affairs of the Po Fung Bank, and played all sorts of jugglery with the accounts, and now finding himself in want of money he is trying to get it by suing men who I don't believe owe him anything.

Mr. Gardiner: That is about the sum of it, my Lord.

His Honour: Of course there is no case, but I don't know about costs.

Mr. Gardiner: We'll probably recover costs from the shop, my Lord.

His Honour: Then I'll make an order for both cases to be struck out with costs against the plaintiff—and I hope you'll get them.

FOUNDERED JUNK

IN EAST LAMMA CHANNEL.

The Harbour authorities have been and still are busy dragging and dredging the harbour for what they may find in the way of sunken boats, their attention at present being mainly devoted to the fairways in order to get them clear of anything that might partake of the nature of a menace to navigation. This morning, during their operations they discovered a big junk which had foundered in the East Lamma Channel, and which has damaged the telegraph line. Steps are being taken for the immediate repair of the cable. It is believed that there are but few more boats to be raised, the majority having been already either raised or broken up by the action of the tides, and drifted away.

TYPHOON RELIEF FUND.

We have received, too late for publication to-day, a further list of subscriptions to the Relief Fund. Including the amount received from the Tung Wa Hospital, the subscriptions acknowledged to date amount to \$147,050.26.

ALLEGED MANSLAUGHTER.

EVIDENCE FOR PROSECUTION HEARD.

Gaoi Warden George Street was arraigned on remand before Mr. H. J. Gompertz, this afternoon, at the Magistracy, on a charge of manslaughter. Street is alleged to have assaulted Wu Luk, a prisoner in the Victoria Gaol with his truncheon on the 24th ultimo, causing his death some time afterwards. Seven witnesses were to be examined for the prosecution.

Mr. F. B. L. Bowley, Crown Solicitor, of Messrs. Denny and Bowley, prosecuted, on behalf of the Crown, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the prisoner, Chief Detective Inspector Hapson watched proceedings on behalf of the police, while Mr. R. U. Craig, assistant superintendent of the Victoria Gaol, was also present.

The Crown Solicitor proceeded to give an outline of the case. He said that the deceased was a bo man, and was sent to gaol on the 21st ultimo, for fifteen days, for being in unlawful possession of a quantity of goods, for which he could give no satisfactory explanation to the police. On the morning of the 2nd ultimo the deceased was examined by the prison doctor and was certified as fit for "number one hard labour." On the morning of the 24th September deceased was put to hard labour at 11.45 o'clock. At that time defendant had charge of the lower yard where the men undergoing hard labour were. The hard labour consisted of shot drill and stone-lifting at alternate half hours.

On the day in question defendant was only on duty from 11.45 a.m. to 1 p.m., at which hour defendant was relieved by Warden Walter Savage. Mr. Bowley, continuing, said that Savage would inform the Court when he was called that from the time he relieved defendant until 4.15 p.m. that day, when the prisoners were marched to their cells, nothing particular had occurred. Deceased passed the night in his cell, and at 5.15 o'clock next morning the men were paraded again for hard labour. On this day defendant took charge of the gang at 6.15 a.m., and some two hours later he was again relieved by Savage. While the men were at work deceased was seen to fall in a faint and had to be removed to the prison hospital. The man was there examined by Dr. Moore, medical officer of the Gaol, and finding the man's condition very serious, Mr. Craig was communicated with, who took down in writing a statement made by deceased. In that statement deceased complained of being assaulted by a European warden. Several European warders were paraded before deceased's bed and he picked out from among the gang the defendant, who, he added, struck him on the left side with his truncheon, without saying a word. The man gradually got worse and he was removed to the Government Civil Hospital for treatment. It was found necessary to operate on the deceased for a rupture. While under the operation deceased's spleen was removed. This operation was performed by Dr. Koch, and a little time later the patient died from shock. His corpse was taken back to the gaol mortuary and a post-mortem examination held by Dr. Moore, who, concluded Mr. Bowley, was of opinion that death was caused by the rupture of the spleen.

Mr. R. H. Craig was the first witness called and examined, and in cross-examination by Mr. Grist, said he had never heard of a prisoner dying by rupturing his spleen while at hard labour in gaol. He explained that a prisoner had every possible chance of complaining to the principal warden in case he had a grievance, as that officer went round the gaol four times an hour daily. No complaint was made by the deceased to any gaol official. In fact witness passed deceased a few minutes after the alleged assault was said to have happened but he made no report. Mr. Craig was further cross-examined at some length, after which Dr. Moore was called to the witness stand to speak as to the result of the post-mortem examination he held on the body of deceased.

The case was then adjourned.

SUNKEN JUNKS

AND THEIR OWNERS.

The owners of junks sunk in the harbour in the recent typhoons, are playing a very interesting game—interesting, that is, from their point of view. Although notices have been widely circulated among the fraternity, calling upon those to come forward who have lost junks in the harbour, and point out where they went down, apparently they "know a game worth two of that," so they sit tight and watch the Harbour folks' operations. When one or other of the watcher's boats is safely surfaced, and placed out of harm's way, they calmly come forward and claim their property. Of course they have to pay the expense of raising their boats, but as the Harbour Department are not there to make profit out of the work they are saved the trouble of arranging for the raising of their property, and they are also saved a percentage of the costs. Of course this adds considerably to the labours of the Harbour Staff, and is of paramount importance that the harbour should be cleared of all sunken debris, so as to keep the channels safely open to navigation, with the utmost expedition possible, and thus they are unable to wait indefinitely for the owners to come forward, but do the work themselves. The main channels are now nearly all clear of boats, and the work of raising slipped anchors and cables is now proceeding, though it is impossible to say how soon this work will reach a conclusion.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SENSATIONAL ROBBERY AT SHANGHAI.

JEWELLER'S ASSISTANT DRUGGED.

THIEVES DECAPIT WITH \$30,000 WORTH OF JEWELS.

[From Our Own Correspondent.]

Shanghai, 5th October, 2.20 p.m.

A sensational jewel robbery was committed in Shanghai yesterday. Two foreigners entered a jeweller's establishment in Yunnan Road, drugged the shop assistant, and decamped with diamonds to the value of \$20,000.

The alarm was immediately raised and information sent to the police authorities.

Detectives were sent out to scour the city and half an hour later the accused were captured.

The two men were brought before the Court to-day and remanded.

A NEW TYPHOON.

Notice was received at the Harbour Office at 2 p.m. to-day of the presence of a typhoon, whose centre was to the north-west of Luzon. The direction in which it is travelling was not reported.

The U.S. Consul-General kindly forwards us the subjoined telegram received by him at 2.35 p.m. to-day:

"Manila Observatory, October 5th, 1906, 10 a.m."

"There is a depression W. off north Luzon."

FASHIONABLE WEDDING.

The following is the list of those present at the wedding of Captain Muller and Miss Berkeley yesterday, which owing to want of space we were unavoidably compelled to hold over.

His Excellency Sir Matthew Nathan, K.C.M.G., accompanied by Captain Coleman, A.D.C., and Mr. R. A. B. Ponsonby, Private Secretary, H.E. Colonel Darling, Commanding the Troops, Commodore H. Pigott Williams, and Mrs. Pigott Williams, Hon. Sir Henry Berkeley and Lady Berkeley, Mr. Justice A. G. Wise, (Puisne Judge) and Mrs. Wise, Hon. Mr. T. Sercomb-Smith (Colonial Secretary), Hon. Mr. A. M. Thompson, (Colonial Treasurer), Hon. Mr. W. Chatham (Director of Public Works), Hon. Captain F. J. and Mrs. Badley, Hon. Mr. E. A. and Mrs. Hewitt, Hon. Dr. Ho Kai, Hon. Mr. W. J. Gresson, Hon. Mr. Wei Yek, Mr. A. G. Fletcher, Sir Francis and Lady Pigott, Mr. E. H. Sharp, K.C., Mr. C. and Miss Wilkinson, Mr. and Mrs. F. Paget Heit, Mr. and Mrs. H. W. Looker, Hon. Dr. J. M. Atkinson, Mr. G. Hastings, Mr. E. J. Grist, Mr. and Mrs. Hall Brutton, Mr. G. H. Wakeman, Mr. A. S. Seth, I.S.O., Mr. J. H. Kemp, Mr. H. H. J. Gompertz, Mr. F. A. Hazeland, Mr. J. Scott Harrison, Mr. J. Dyer Ball, Mr. F. B. L. Bowley, Dr. and Mrs. Clark, members of the foreign consular corps now in Hongkong, Eng. Lieut. H. F. and Mrs. Bell, Major and Mrs. A. A. Chickister, Captain and Officers H.M.S. *Alacrity*, Captain and Officers H.M.S. *Flora*, Captain and Officers H.M.S. *Rama*, *Tamar*, *Robin*, and *Moorehen*, Colonel and Officers of the Royal West Kent, the Venerable Archdeacon Mannister, the Rev. and Mrs. J. H. France, the Rev. A. J. Stevens, Dr. and Mrs. Jordan, Mr. and Mrs. Vernon, Mr. and Mrs. Master, Captain Grant-Dalton, R.N., Mr. R. J. Gardner, Mr. R. Jackson, Mr. P. W. Goldring, Mr. and Mrs. Alameda e Castro, Mr. and Mrs. R. A. Harding, Mr. and Mrs. Ram, Mr. and Mrs. Skotowe, Mr. and Mrs. Moxon, Major and Mrs. Ross, Dr. and Mrs. Grove, Mr. and Mrs. Saunders, Mr. and Mrs. Weis, Messrs. H. Hancock, G. N. Courtney, W. W. G. Ross, and Lieut. Nugent, R.A. (ushers). While the bride and groom were in the vestry signing the register, the officers present prepared a surprise for them, for they lined up the aisle, and formed an arch of crossed swords, under which the happy couple walked to their chairs.

SHIPPING AND MAILS.

MAILS DUE.

German (*Gneissau*) 8th inst, 6 p.m.
German (*Princess Alice*) 8th inst, 10 a.m.
Indian (*Catharine Apcar*) 9th inst.
Canadian (*Tartar*) 18th inst.
German (*Willehad*) 22nd inst.

The C. P. R. Co.'s s.s. *Empress of Japan* left Yokohama p.m., on 4th inst., for Victoria and Vancouver.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver, B.C., for Hongkong via usual ports of call a.m., on 2nd inst.

The Apcar Co.'s s.s. *Catharine Apcar* from Calcutta left Singapore yesterday, and may be expected here on 9th inst.

The C. P. R. Co.'s s.s. *Tartar* arrived at Yokohama at 7 a.m., on 5th inst., and left again at midnight same day, for Kobe, where she is due to arrive at 6 a.m. on 7th inst.

The Imperial German Mail s.s. *Princess Alice* carrying the German Mails with dates from Berlin, of the 11th ult., left Singapore on 4th inst., at 9 a.m., and may be expected here on 8th inst., at 10 a.m.

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

INTERPORT AMENITIES.

TENNIS TOURNAMENT TO-DAY.

[From Our Own Correspondent.]

Shanghai, 5th October.
2.20 p.m.

An interport tennis tournament is in progress to-day.

[Continued.]

Strike of Engineers in England.

LONDON, 3rd October.

Meetings of engineers have been held at Newcastle, Darlington and Stockton, at which it was decided to strike unless an increase of wages was granted in a fortnight.

Accident to the P. & O. "Isis"

The P. & O. "Isis" has put in at Zante, leaking, and with the loss of a propeller.

[Continued.]

The "Isis" was carrying the Indian mails, and as she was leaking badly, the captain telegraphed for a man-of-war, with divers. A cylinder burst, and the propeller broke and fell into the sea. The tables in the smoking room above the engines were blown into the air, and although there were several hairbreath escapes, nobody was hurt.

The Air Ship Race.

Rolls has landed at Sandringham near the sea, and takes the fourth prize.

The United States and the Philippines.

It is understood that President Roosevelt has decided to send Mr. Macdon, the designate vice-governor of the Philippines, to relieve Mr. Taft in Cuba.

WILLIAM POWELL, LTD.

The report for presentation to the shareholders at the fifth ordinary general meeting, to be held at the Corporation's premises, Des Voeux Road Central, on Saturday, 13th inst., at 12 o'clock noon reads:—

To the shareholders of William Powell, Ltd. The directors beg to submit their report on the working of the Company for the year ending 30th June, 1906.

The profit and loss account, including the sum of £167.95 brought forward from last account, as a credit balance of £20,669.17 from which has to be deducted the interim dividend of 5% paid on April 10th last, and directors' and auditors' fees leaving £10,869.17 which your directors propose to appropriate as follows:—

To pay a final dividend of 3% £4,500.00
To write off stock £5,000.00
To provide for bad and doubtful debts £87.10
To carry forward to next account 182.00

£10,869.17

Directors: Messrs. W. H. Gaskell and C. C. Moxon, the retiring directors, being eligible, offer themselves for re-election.

Auditor: The accounts have been audited by your auditors, Mr. H. Percy Smith, Fellow of the Institute of Chartered Accountants, who is eligible and whom your directors recommend for re-election.

W. H. GASKELL, Chairman.

Hongkong, 4th October, 1906.

BALANCE SHEET 30TH JUNE, 1906.

Liabilities.
To Capital authorized and issued:—
15,000 shares at \$10 £150,000.00
Sundry creditors £15,031.04
The Hongkong and Shanghai Bank £31,776.69
Unclaimed dividends £24.50
Equated dividend account £4,000.00
Profit and loss account £10,869.17
£212,701.40Assets.
By Sundry Debtors £31,027.59
Fixtures and fittings £10,627.87
Investment at cost £245,000.00
Stock on hand as per manager's certificate £167,696.91
Cash in hand £1,374.53
H. K. & S. Bank dividend account £24.50
£212,701.40

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1906.

To Interim dividend (5% cents) per share £7,100.00
Directors' and auditors' fees £2,100.00
Balance £10,869.17
£10,869.17Cr.
By Balance from 30th June, 1905 £676.95
Dividend on investment £350.00
Transfer fees £30.10
Bad debts recovered £76.33
Balance of working account £19,535.39
£20,669.17

THE WEATHER.

The following report is from Mr. F. G. Fife, First Assistant of the Hongkong Observatory:—
On the 5th at 12.0 p.m. The barometer has risen quickly over Japan and fallen slightly over China and Formosa.

The low pressure trough still lies over the middle part of the China Sea and the Pacific towards the N.E. of Luzon, with a tendency for a depression to form over the latter area.

Pressure remains high over China to the North of the Yangtze.

Strong N. and N.E. winds will continue in the Formosa Channel and the N. part of the China Sea.

FORECAST.
1.—Hongkong and neighbourhood, N. winds, moderate; fair.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamook, N.E. winds, fresh.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

CANTON AFFAIRS.

YUET-HAN RAILWAY DIRECTORATE.

[From a Correspondent.]

Canton, 4th September.

Some of the principal shareholders of the Yuet-han Railway Company have proposed that Cheung Pat Shi should be appointed to the chairmanship which it is understood, has been vacated by Chan To Chai. They submit that Cheung Pat Shi's connection with business affairs in the Straits, his interest in railway matters—he is the promoter of the Canton-Whampoa-Amoy line—and his recognised integrity eminently fit him for the post.

TARTARS AND RED L.S.

Recently, H. E. Viceroy Hsin received a telegraphic despatch from the Chinese Consul-General at Singapore stating that Sun Yat Sen, a noted member of the T'ung Shi Society, had sent a large body of men in Kwangsi with the object of inciting the people to rebellion. The Viceroy at once sent orders to the troops under his command enjoining them to keep a strict watch for any symptoms of disaffection. The Cantonese soldiery have obeyed the order willingly, but the Tartar soldiers refused to have anything to do with it, alleging that as the Cantonese men were being paid \$5 a month while they were only in receipt of \$2.50; they could not be expected to take the same interest in the affairs of the province. If their pay was advanced to \$6 they would be willing to look out for rebels.

ALLEGED DEFAULTING CONTRACTOR.

The other day a Chinese contractor agreed to perform some reclamation works on the estate known as Lok Hok Tun, of a British merchant on Hainan Island. When the work was commenced the contractor asked for and obtained the advance of some money and later on further advances were sought and obtained until a sum of \$10,000 had been paid. The Chinese contractor, thereupon disappeared. The merchant at first relied on his lawyer to discover the whereabouts of the defaulter, but when they failed, he proceeded to the British Consul and secured his assistance. A man named Fung Ah-Yee told the merchant that he knew where the contractor was to be found. Fung was taken to the Nankai Magistrate who sent a company of bravos to accompany the merchant and the informer to the supposed address of the absconding contractor. It turned out that the latter was not known at the address given. The case is in the hands of the Canton police.

CANTON INSURANCE OFFICE, LIMITED.

The report for presentation to the shareholders at the twenty-fifth ordinary meeting, to be held at the offices of the general agents, on Saturday, 20th October, at noon:—

The general agents and consulting committee beg to submit to the shareholders the final accounts for the year 1905:—

The balance at credit of this is \$567,750.93 which is proposed to appropriate in the following manner:—

A dividend of \$2.25 per share £100,000.00
Addition to the reserve fund £75,000.00
Addition to re-insurance fund £34,112.44
Amount written off gold securities £25,000.00
Balance carried forward to 1906 account £233,638.49

Total £567,750.93

Owing to the use in exchange the General Agents and Consulting Committee have decided to appropriate \$15,000 to provide for the decline in the Company's gold securities as expressed in silver. These securities now stand in the Company's books at their market value.

CONSULTING COMMITTEE.

Since the last meeting Mr. E. Skellern resigned his seat on leaving Hongkong for Europe, and Mr. D. H. Nissim was invited to fill the vacancy. This appointment requires the confirmation of shareholders.

The Hon. Sir Lau Chater, C.M.G., Messrs. F. Matland, H. P. White and G. C. Moxon, being eligible, offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. H. Potts and H. Percy Smith, F.C.A., who being eligible, offer themselves for re-election.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 29th September, 1906.

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1905.

Liabilities.
Capital subscribed £2,500,000.00
Amount paid-up £1,000,000.00
Reserve fund £1,600,000.00
Re-insurance fund £105,887.66
Outstanding dividends £8,043.00
Accounts payable £2,994.46
Balance of working account, 1905 £67,750.93
Total £9,244,575.95Assets.
Cash on current account with Hongkong & Shanghai Banking Corporation £69,108.87
Fixed deposits with Banks in Hongkong £225,000.00
Mortgages and debentures in Hongkong and Shanghai £2,021,128.52
Chinese Imperial Government Loan, 1886 £41,078.18
United States bonds (4 per cent. Loan, 1905) £400,000.00
Japanese Government Bonds £161,860.38
Total £9,244,575.95

WORKING ACCOUNT.

Losses and claims paid £1,181,771.82
Charges, including directors', auditors' and survey fees, agents' expenses, &c. £83,019.04
Commissions £135,619.70
Balance as above £507,750.93
Total £1,969,161.49Amount brought forward from last account £2,150,408.38
Net premium received, less returns and re-insurances £1,114,809.00
Interest £200,350.62
Transfer fees £67.00
Exchange £2,394.27
Total £3,669,161.49

YARN MARKET.

AN UNPROMISING OUTLOOK.

A PATHETIC APPEAL.

Messrs. P. B. Petit & Co.'s report on the yarn market for the outgoing mail is more than usually interesting. By courtesy of the firm's local manager, Mr. Sorabjee Dunsjeebhai Setna, we are enabled to reproduce the review on the yarn trade for the past fortnight in the present issue. Messrs. Petit write to-day:—

Our last circular was dated the 21st ult. According to subsisting arrangements with Chinese dealers the absolute cessation of business still continues; there are, therefore, no quotations to report.

ADJUSTING TYPHOON DAMAGE.

We have already reported that damage had been sustained by the typhoon of the 18th September; the havoc which that brisk and awful visitation has wrought is becoming more and more evident each day as the damaged bales of yarn are removed in the godowns from one section to another. This removal is systematically effected in convenient lots by coolie labour and sorted out to enable the marine surveyors to ascertain the extent of deterioration caused by rain and sea water and to adjust the values of damage sustained. This has been found to be considerable in certain lots, while in others the deterioration is sufficiently appreciable to swell the aggregate figure of loss when this comes to be ultimately computed.

Most importers do not believe in any Fabian policy, and many have already begun quitting their holdings, as far as is possible, of the damaged bales, even at heavy sacrifices, to Chinese dealers—such only as are holders of stocks of previous purchases. It is obvious that no sales could be effected to others under the agreements referred to in previous circulars. The sacrifice in price represents not only the allowances determined by the surveyors for partial damage; but Chinese buyers, taking advantage of the unique situation and with the knowledge that a considerable quantity of bales must be forced on the market on previous purchases, hold aloof and only settle allowances at figures absolutely in their own interest. Thus clearances are effected at as much as, in some cases, double the surveyors' allowances. Chinese dealers in this way secure bargains which, on the other hand, suit importers also who prefer to realize at known losses than run to others they know not of, as it is feared that by lapse of time the damaged yarn might be further deteriorated and their saleable value correspondingly reduced.

COOLIE LABOUR.

Profiting by the scarcity of labour, Chinese coolies employed in shifting the Yarn from one godown to another not unreasonably see their opportunity to levy exorbitant demands for wages, which they invariably succeed in commanding in the present condition of the labour market when demand in all directions far exceeds the available supply. An additional burden is thus heaped upon importers who have to face losses from several quarters.

CHINESE DEALERS' PREDICAMENT.

Reference has to be made to a circular of far-reaching import just issued by the nine leading firms of Chinese dealers in Cotton yarn in the Colony, viz., Fook Hing, Sun Hing, Kung Hing, Yan Cheong, Jook On Cheong, Kwong Lun Cheong, San Hung, E Yuen, and Hung Kee. The circular recites the bad times experienced by agriculturists in South China and the bad crops which are responsible, among other causes, for the greatly reduced consumption of Cotton yarn as compared with former years. Country traders possessed of the knowledge of the prevailing general stagnation, with large stocks in hand and no immediate prospect of their being disposed of, decline to purchase, as they anticipate a fall in prices when yarn is to be had everywhere and in such large quantities. To aggravate the situation the further fall in the value of the Rupee has materially helped to bring down the price of yarn.

"BANKRUPTCY AND RUIN."

It is a poor outlook when the aforesaid circularists declare that, "on account of this general stagnation, the capital of the Chinese yarn dealers has now totally disappeared and further monies put into the business have, in every instance totalling several times the original capital, likewise vanished." They seek relief from Foreign Hong and Importers or "bankruptcy and ruin will be the certain consequence." It is a pathetic appeal that is made. A set of five propositions has been formulated which the Chinese firms have submitted for "serious and kind consideration." The propositions are textually as follows:—

1.—That Yarn dealers be allowed to pay 1/3rd of any difference in purchase price with present value on taking delivery, and the balance of 2/3rds be paid by a Promissory Note for 12 months, such Promissory Note to be made at the end of the current month when the total of the 2/3rds owing can be totalled up and ascertained.

2.—Such Promissory Notes for 12 months, if not paid on due date (half to be paid then, and the other half to be paid by a further Promissory Note for 12 months, at the expiration of which date no further time to be asked for or allowed.

3.—That 12 months' time be allowed Yarn dealers to clear all balance of stock purchased and not taken delivery of.

4.—That Foreign firms and Importers enter into an agreement with the undersigned nine Yarn dealing firms, to deal exclusively with them for the term of three years and with no other new firms that might come into existence during that period.

5.—That Foreign firms and Importers will forego and not charge the customary 2 cents per bale per day due on our present purchases, but not taken delivery of stock.

Our opinion respecting the propositions is that, as regards:—

Clauses 1 and 2, their acceptance or rejection must be determined by the advice of the Chinese compradors in the employ of importers. The relation between native merchants and foreign importers is maintained through the compradors by whom the credit of dealers can be more accurately gauged.

Clause 3 commends itself to acceptance. Clause 4 is rather restrictive upon importers; but one, nevertheless, offering no serious objection provided delivery is taken of previous purchases within the specified time.

Clause 5 is a matter for reference to the respective head-offices at Bombay by whose decisions local managers will have to abide.

Arrivals.—Per steamers *Suisang*, *Gregory*, *Yuen*, and *Laisang* (from Calcutta) and *Yelumi*, *Maru*, and *Sinla* (from Bombay) of about 6,500 bales.

Shipments.—To Shanghai and Northern Ports about 5,000 bales.

Uncleared Stock.—About 52,000 bales.

Unsold Stock.—About 94,000 bales.

Exchanges.—We quote, to-day, as under:—
India T. T. at Rs. 165 1/2 per cent.
Demand " 166
London T. T. " Sh. 2 1/2 1/16d, = \$ 2 1/2d = 8
Shanghai " Tls. 73 1/2 = \$100.
Silver " 31 1/2d per oz.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st October.

LEVY.
1905. 1906.
Tytan... 0' 41" below 0' 8" above
Byewash... 0' 23" below 0' 23" above
Fokfulum... 0' 51" below 0' 11" above
Wong-nei-chong... 0' 8" below 0' 11" above

STORAGE GALLONS.

Tytan... 381,000,000 390,320,000
Byewash... 1,471,000 25,842,000
Fokfulum... 65,000,000 70,220,000
Wong-nei-chong... 20,715,000 31,678,000
Total... 468,186,000 527,060,000

Consumption of Water in the City of Victoria and Hill District during the month of Sept.

1905. 1906.
Consumption... 144,797,000 119,218,000 gallons
Estimated population... 230,100 234,900
Consumption per head per day... 21.0 16.9 gallons

Universal constant supply during the whole month of September, 1905. Rider Mains in operation up to 17th September, 1906, in the Central and Western Districts. Universal constant supply from the 18th Sept., 1906.

Consumption of Water in Kowloon Peninsula during the month of September.

1905. 1906.
Consumption... 15,616,000 14,845,000 gallons
Estimated population... 75,400 81,100
Consumption per head per day... 6.9 6.1 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

SHANGHAI SIKH POLICE SIKHS.

VOLUNTEERS CALLED OUT.

Stories of the Eldorado in America found by a number of Sikh and other Indian watchmen who have sought employment, thus far from their native land have floated up to Shanghai from time to time with the inevitable result that the Indians here, like their compatriots in Hongkong, have for a long while been thirsting for a share of the gold. Disappointment with their present wages has been expressed by the Indian policemen for some time. Various little meetings have been quietly held and the matter discussed. The case from the Indian point of view is that the policemen do not get sufficient wages and it is affirmed that from America and even Russia letters come very often in which it is stated that the Indians in those countries are getting \$50 or \$100 per month. There was plenty of gold, why didn't their friends come? In Shanghai, as policemen, they got \$16 to \$22. The Sikhs have decided that they must have more money in Shanghai or else they will not remain any longer; according to an Indian informant some were desirous of going away in any case. These requests for higher pay not having been acceded to, it was decided to strike on Sunday morning.

On Saturday night about 11 o'clock Major Brodie Clark and Capt. F. G. Collyer, Adjutant of the S.V.C., were notified that there was likelihood that the Sikh policemen would refuse duty early in the morning on Sunday. A consultation was held by the authorities and before midnight Second-Lieut. Rutherford had instructions to summon the Emergency Company to Headquarters. The men had to be called up by personal visit, but the Company mustered in useful strength. No trouble occurred with the night-duty police, but it was ascertained that those who were to go on duty at 2 a.m. would refuse to do so. In consequence of this the remainder of "A" Company was called out for 7 a.m. "B" Company was summoned for the same hour to take charge at Hongkong Police Station; the Light Horse were called out to assume control of their district, including Louza and Sinza stations, at 7 a.m.

When eight o'clock struck the Sikhs at the Central, Hongkong and Louza Police Stations due to go on duty did not fall in as usual for inspection and report previous to going out on the streets. The men were given time to reconsider the matter, but they finally refused to do their duty. The Sikhs at the three stations who did this, including the watch at the Banks, numbered forty-five. At Bubbling Well five men went out on duty but four soon returned and refused to do further duty. At Sinza only three refused to continue patrol. At West Hongkong one Sikh alone refused to go about his duties and at Yantsepo and Wayside there was no trouble. At each of the three large Stations when it was found that there might be trouble it was decided at once to disarm the Sikhs, and their carbines and other weapons were taken from the racks in their quarters and placed in the store. The men offered no

resistance to these proceedings, but it was a wise precaution to have the volunteers handy. At noon thirty other Sikhs refused point blank to go out on duty and later in the day practically all the Sikh constables at the Central, Hongkong and Louza Stations had refused duty. The settlement was thus left chiefly in the hands of the foreign police and the Chinese. The Sikh constables were let out, but there were only left on duty two constables at each station. On refusing duty the men were given notice that they were confined to barracks.

The volunteers were dismissed about 9 a.m. yesterday, but were notified to keep themselves prepared.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—H.K. & M. Steamboat Co. \$254, Shell Transports 29/-, Rauba \$81, Hongkong Docks \$122, Kowloon Wharf \$94, Shanghai docks \$16, 105, Humphreys Estates \$114, Electric \$14, Tramways \$215.

Sellers:—Hongkong Banks \$800, London £93, Union \$775, Cautous \$340, onkyony Fires \$327, China and Manila \$23, Douglas \$43 ex div, Hongkong Lands \$109, West Points \$50, Hongkong Hotels \$115, Cottons \$132, China Borneos \$10, China Provident \$50, Cements \$20, Ices \$136, Ropes \$28, China Light and Power \$10, Watsons \$13, Fowells \$10.

Sales:—Hongkong Banks \$800, China Fires \$93, Kowloon Wharf \$94, Humphreys Estates \$114, China Provident \$50, National—National Banks \$12, China Fires \$93, Indos \$74, China Sugars \$157, Hongkong Wharves Tls. 240, Dairy Farms \$17.

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2 1/16d, = \$ 2 1/2d = 8
Do. demand 2 1/2 1/16d, = \$ 2 1/2d = 8
Do. 4 months' sight 2 1/2 1/16d, = \$ 2 1/2d = 8
France—Bank T.T. 2 1/2 1/16d, = \$ 2 1/2d = 8
America—Bank T.T. 2 1/2 1/16d, = \$ 2 1/2d = 8
Germany—Bank T.T. 2 1/2 1/16d, = \$ 2 1/2d = 8
India T.T. 2 1/2 1/16d, = \$ 2 1/2d = 8
Do. demand 2 1/2 1/16d, = \$ 2 1/2d = 8
Shanghai—Bank T.T. 73 1/2 = \$100.
Singapore—Bank T.T. 5 1/2 prem.
Java—Bank T.T. 10 1/2 = \$100.

HAYING.

4 months' sight L/C... 2 1/2 1/16d, = \$ 2 1/2d = 8
6 months' sight L/C... 2 1/2 1/16d, = \$ 2 1/2d = 8
10 days' sight San Francisco New York... 2 1/2 1/16d, = \$ 2 1/2d = 8
1 months' sight... 2 1/2 1/16d, = \$ 2 1/2d = 8
10 days' sight Sydney and Melbourne... 2 1/2 1/16d, = \$ 2 1/2d = 8
4 months' sight L/C... 2 1/2 1/16d, = \$ 2 1/2d = 8
1 months' sight... 2 1/2 1/16d, = \$ 2 1/2d = 8
4 months' sight Germany... 2 1/2 1/16d, = \$ 2 1/2d = 8
Bar Silver... 31 1/2d = \$100.
Bank of England rate... 4 1/2d = \$100.
Switzerland... 8 1/2d = \$100.

To-day's Advertisements.

HONGKONG HOTEL.

MENU.

SATURDAY, OCTOBER 6TH, 1906.

DINNER.

HORS D'OEUVRES.
Caviare in Eggs.SOUP.
Asparagus.FISH.
Salmon and Mayonnaise Sauce.ENTREES.
Lamb Cutlets and Green Peas.
Stewed steak (English style).
Mongolian Patties.CURRY.
Giblet.JOINTS, &c.
Roast Sirloin of Beef and Baked Potatoes.
Roast Capon and Bread Sauce.
Boiled Bacon and Spinach.
Cold Bologna Sausage and Plain Salad.SWEETS.
Toast Pudding.
Raspberry Ice Cream and Finger Cakes.
Plum Pudding and Brandy Sauce.DESSERT.
Coffee... Fruit... 1982

TYPHOON RELIEF FUND.

THE SPECIAL ENTERTAINMENT, the proceeds of which are to be devoted to the above Fund, will be held in the CITY HALL.

ON WEDNESDAY, October 10th.

The Programme will be a varied one, consisting of:—
SONGS.
RECITATIONS.
MUSICAL SKETCH.
CUTLASS DISPLAY.
BAYONET FIGHTING.
SKIPPING ROPE DANCE.
HORNPipe.
SONGS IN CHARACTER.FIVE MINUTES AT MARGATE.
In addition to which the Band of the West Kent Regiment will assist.Tickets:—... Price \$4, 3s, 1s.
Booking Office is now open at the ROBINSON PIANO COMPANY.

R. SUTHERLAND, Hon. Secretary, Entertainment Committee.

Hongkong, 5th October, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "MERIONETHSHIRE."

Captain C. H. Bach, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to reat.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 4th October, 1906.

[981]

Intimations.

THE ROBINSON PIANO CO., LD.

ARE SHOWING

HIGHEST CLASS PIANOS.

THE LEADING MAKERS OF THE WORLD.

Steinway,

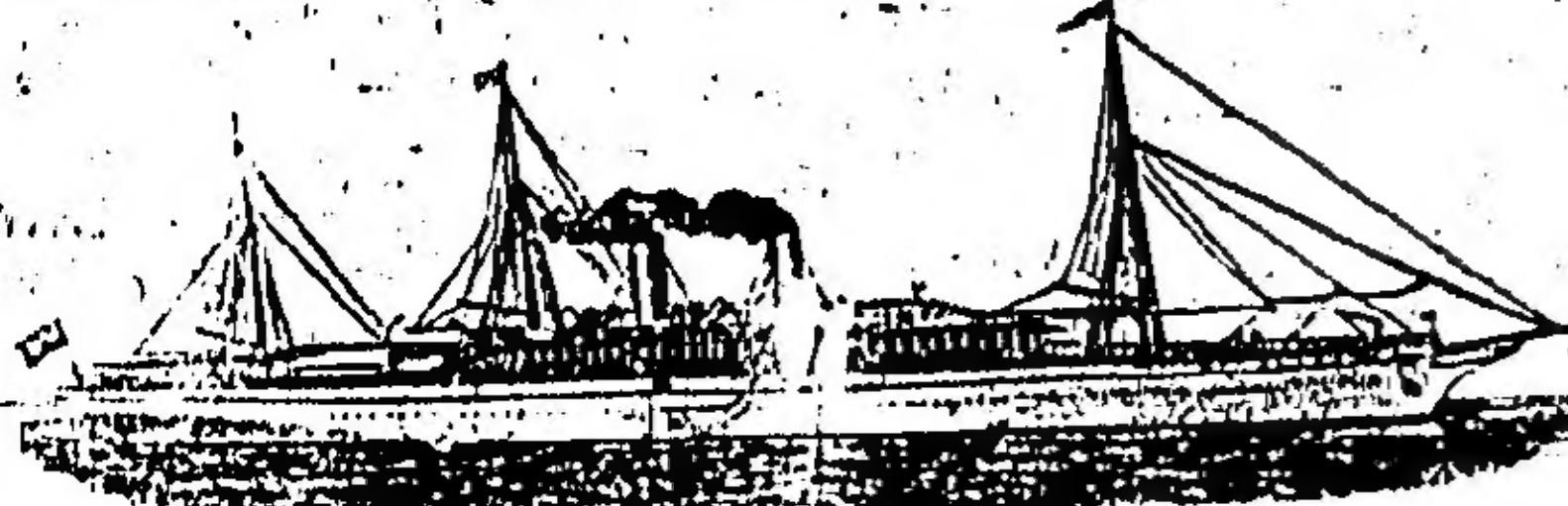
Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,445	WEDNESDAY, October 24	November 17
"EMPEROR OF CHINA".....	6,000	THURSDAY, October 25	November 12
"EMPEROR OF INDIA".....	6,000	THURSDAY, November 22	December 12
"ATHENIAN".....	3,882	WEDNESDAY, November 28	December 22
"EMPEROR OF JAPAN".....	6,000	THURSDAY, December 20	January 7
"EMPEROR OF AUSTRIA".....	6,163	WEDNESDAY, December 26	January 19

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways
R.M.S. "EMPEROR OF CHINA" and "ATHENIAN" carry "Intermediate"
Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage,
apply to
HONGKONG, 3rd October, 1906

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SAMARANG and SOERABAYA.....	HONGKONG	SATURDAY, 6th October, 3 P.M.
SINGAPORE, PENANG & CALCUTTA.....	SUISANG	SATURDAY, 6th October, 4 P.M.
MANILA.....	LONGSANG	SATURDAY, 6th October, 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	6th October.
SHANGHAI.....	YUEHONG	6th "
TIENSIN.....	KWEICHOW	7th "
TAIWANFOO.....	CHANGCHOW	7th "
CHEFOO and NEWCHWANG.....	KWEIYANG	12th "
SHANGHAI.....	SHAOHSING	13th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTLER & SWEET,
AGENTS.

Hongkong, 5th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 6th October, at Noon.
ZAFIRO.....	2540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "SOUTH AMERICA".....About 16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA-LINIE
EAST ASIATIC SERVICE.

HOME-LINE

STEAMERS	DESTINATIONS	TO SAIL
SEGOWIA.....	YOKOHAMA AND KOBE	Beginning of October.
SITHONIA.....	SHANGHAI, KOBE AND YOKOHAMA	14th October.
C. FERD. LARSEN.....	SHANGHAI, YOKOHAMA AND KOBE	28th October.
ANDALUSIA.....	SHANGHAI, KOBE AND YOKOHAMA	19th November.
AMBRIA.....	SHANGHAI, YOKOHAMA AND KOBE	22nd November.

HOMeward.

STEAMERS	DESTINATIONS	TO SAIL
SUEVIA.....	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th October.
SENEGAMBIA.....	HAVRE, ANTWERP and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th October.
HABSBURG.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd November.
BRISGAVIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th November.
SITHONIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	30th November.
RHE. ANIA.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	14th December.
ANDALUSIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th December.
HOHENSTAUFEN.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th January.
ALESIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	25th January.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and Cabin amidships. Lighted throughout by Electricity. Daily qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE

STEAMERS	DESTINATIONS	TO SAIL
DAPHNE.....	NAGASAKI and WILVOSTOCK	Beginning of October.
KOWLOON.....	SHANGHAI and CHINKIANG	5th October.
LYDIA.....	SHANGHAI and CHINKIANG	To follow.

Taking Cargo at through rates to Tientsin and Chemulpo.

Freight and Passage apply to

HAMBURG-AMERIKA-LINIE
HONGKONG OFFICE.

For steamers of the Coast Service marked 1 to

Hongkong, 5th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA" will be despatched for the above Ports, on or about the 10th of October, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 26th September, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in waterrooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship

"YEDDO," Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 3rd October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons. Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager.

York Building,
Hongkong, 4th October, 1906.

HONGKONG AVERAGE MARKET PRICES.

Corrected 4th October, 100 cts. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef—sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—Know—per set

" Tongue fresh—Ngau Li—each

" Corned—Ham Ngau Li—each

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kiu

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-keok—set

Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pigs' Chittlings—Chi cheong

" Brains—Chi Kerk

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork, Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo

Musk Deer—Wong Keng

Hare—Ta Chai

Partridge—Che Khoo

Pheasant—Shap Kai

Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

Quail—Um-Chus

Rice Birds—Wo Fa Cheuk

Saipes—Sa Chui

Turkeys, Cock—Fo Kai Kung

" Hen—Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Sui

Ap

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Bin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Haj

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lub

Dog Fish—Tit Yu Sa

Eels, Congor—Hoi Map Yu

" Fresh water—Tam Sai Yu

" Yellow—Wong Sui

Frog—Tiga Kai

Gangus—Sek Pan

Gudgeon—Pak Kup Yu

Herring—Tao Pak

Halibut—Cheung Kwai Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobsters—Lung Ha

Mackerel—Chik Yu

Monk Fish—Mop Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Parch—Tau Lub

Pike—Pa Poo Poong

Plaice—Pan Yu

Pomfret, Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ha

Ray—Pei Pa Sa

Rock Fish—Sek Kau Kung

Roach—Chun Yu

Salmon, (Cyon), fresh water—Ma Yau Yu

Cents.

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Soles—Tai Sa Yu

Tench—Wan Yu

Turbot—Cho How Yu

Turtles, small, fresh water—Keok Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

" (Cheloo)—Tin Chun Ping

" Ko

" Small—Hoi Tong

" Custard—Fan Lai Chi

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA"

Captain W. Hayward, R.N.R., carrying His
Majesty's mails, will be despatched from this
office for Marseilles and London TO-MORROW,
the 6th October, at Noon, taking Passengers and
Cargo for the above Port.

Silk and Valuable, all Cargo for France,
and Tea and General Cargo for London will
be conveyed direct to Marseilles and London.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
R. A. HEWETT,
Superintendent.

Hongkong, 5th October, 1906.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,

COLOMBO, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI,

EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "OCEANEN."

Captain Court, will be despatched for MAR-
SEILLES on TUESDAY, the 10th October,
at 1 P.M.

This Steamer connects at Colombo with the
Australian lines, a *Dumbas* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. *TOURANE* 30th October.

S.S. *AUSTRIEN* 13th November.

S.S. *TOKIN* 22nd November.

S.S. *ERNEST SIMONS* 11th December.

S.S. *CALEDONIE* 25th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd October, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

\$27.50

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
HONGKONG, 15th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation.....	80,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$250,000 £12,735 \$150,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	18 1/2 %	{ \$800 sellers London 283
National Bank of China, Limited.....	99,915	£7	£6	{ \$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited.....	10,000	\$250	\$50	{ £100,000 Tls. 100,000 Tls. 50,000	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited.....	10,000	£15	£5	{ \$2,000,000 £40,000 \$331,131 \$1,153,844 \$569,270 \$800,000 \$61,778 \$15,527 \$129,488 \$26.4	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sellers
Union Insurance Company of Canton, Limited.....	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$331,131 \$1,153,844 \$569,270 \$800,000 \$61,778 \$15,527 \$129,488 \$26.4	\$2,702,271	Interim div. of \$30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited.....	8,000	\$100	\$60	{ \$2,000,000 £40,000 \$331,131 \$1,153,844 \$569,270 \$800,000 \$61,778 \$15,527 \$129,488 \$26.4	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited.....	20,000	\$100	\$20	{ \$2,000,000 £40,000 \$331,131 \$1,153,844 \$569,270 \$800,000 \$61,778 \$15,527 \$129,488 \$26.4	\$344,098	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$2,000,000 £40,000 \$331,131 \$1,153,844 \$569,270 \$800,000 \$61,778 \$15,527 \$129,488 \$26.4	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$6,000 \$264,038 193,562	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited.....	20,000	\$50	\$50	{ \$250,000 \$600,000 \$144,386 £170,000 £280,958 £3,999	Nil.	\$2 1/2 for year ended 30.6.1906	5 1/2 %	\$43 ex div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$250,000 \$600,000 \$144,386 £170,000 £280,958 £3,999	\$5,464	\$1 for 1st half-year 1906	8 %	\$25 buyers
Indo-China Steam Navigation Company, Limited.....	10,000	£10	£10	{ \$6,000 \$264,038 193,562	£2,452	10/- @ ex 2/1 9/16 = \$1.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ \$10,000 £400,000	Tls. 23,156	Interim div. of Tls. 2 1/2 @ ex 2/10 15/16	9 1/2 %	Tls. 55 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ \$10,000 £400,000	Tls. 23,156	Interim div. of Tls. 1 1/2 @ ex 2/10 15/16	6 1/2 %	Tls. 50 buyers
"Shell" Transport and Towing Company, Limited.....	2,000,000	£1	£1	{ \$10,000 £400,000	£207,815	1/- (Coupon No. 6) for 1905	4 %	Tls. 29 buyers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ \$10,000 £400,000	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75	{ 5 1/2 % 3 1/2 %	\$20 \$20
Taku Tug and Lighter Company, Limited.....	30,000	Tls. 50	Tls. 50	{ Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	Tls. 50 buyers
REFINERIES.								
China Sugar Refining Company, Limited.....	70,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	6 1/2 %	\$157
Japan Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ none Tls. 100,000	\$132,588	\$3 for 1907	...	\$22 sellers
Perak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04	...	Tls. 84 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	100,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10
Consolidated Mining Company, Limited.....	100,000	G. \$10	G. \$10	{ none £4,873	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14 nominal
South Australian Gold Mining Company, Limited.....	50,000	£1	£1	{ none £4,873	£8,745	No. 12 of 1/- = 48 cents	...	\$82
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited.....	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$10	\$10	{ \$50,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$94 1/2
Hongkong & Whampoa Dock Company, Ltd.	10,000	\$10	\$50	{ \$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$151 buyers
New Amoy Dock Company, Limited.....	10,000	\$6 1/2	\$6 1/2	{ \$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$17 1/2
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 Tls. 57,065	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106
Shanghai and Hongkong Wharf Company, Limited.....	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240
Yangtze Wharf and Godown Company, Limited.....	3,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	75,000	Tls. 100	Tls. 100	{ none	none	First year	...	Tls. 102
Star House Hotel Company, Limited (Shanghai) ..	7,000	\$25	\$25	{ \$29,516	\$8,418	\$3 for year ended 30.6.1906	6 1/2 %	\$28 sales
Central Stores, Limited.....	6,000	\$15	\$15	{ none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$7 1/2 for 1905	1 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	{ none	\$4,719	None	...	\$158 buyers
Do. (Founders)	123	\$15	\$12	{ none	\$4,719	None	...	\$300 buyers
Hongkong Hotel Company, Limited.....	12,000	\$50	\$50	{ \$648,975 \$10,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd. .	10,000	\$100	\$100	{ \$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$109 sellers
Hotel des Colonies Company, Limited.....	9,000	Tls. 25	Tls. 25	{ Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited.....	2,000	\$100	\$100	{ none	\$4,690	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited.....	10,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$30	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited.....	12,000	Tls. 50	Tls. 50	{ Tls. 860,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 sales
West Point Building Company, Limited.....	12,500	\$50	\$50	{ none	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	15,000	\$10	\$10	{ \$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13 1/2
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 67 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 sales
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 327 1/2 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited.....	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 %	\$90 sales
Bell's Asbestos Eastern Agency, Limited.....	8,604	12/6	12/6	{ \$814	\$856	1/3 per share for 1905	8 1/2 %	\$2
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ none	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited.....	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	14 1/2 %	\$10
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	6 1/2 %	Tls. 70 sellers
China Light and Power Company, Limited.....	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd. .	100,000	\$10	\$10	{ \$18,000	\$1,581	80 cents for 1905	8 1/2 %	\$9.50
Dairy Farm Company, Limited.....	25,000	\$7 1/2	\$6	{ \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited.....	200,000	\$10	\$10	{ \$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 %	\$20 sa. & s.
Hall & Holtz, Limited.....	21,000	\$20	\$20	{ \$186,000	\$20,393	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited.....	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 65 cents	8 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$50,000	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited.....	5,000	\$25	\$25	{ \$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 1/2 %	\$250
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$2,500	\$5,813	\$9 for 1905 on 5 shares	12 1/2 %	\$28
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	Final of 5 cents making \$1 for the year	9 1/2 %	\$7 1/2 buyers
Maatschappij tot Mijn. Bosch en Landbouw op plantatie in Langkat, Limited.....	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 sales
Philippine Company, Limited.....	67,500	\$10	\$10	{ none	Dr. P. 34,324	None	...	5 % buyers
Shanghai Gas Company, Limited.....	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited.....	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	70 1/2 %	Tls. 134 sellers
Shanghai-Sumatra Tobacco Company, Limited.....	30,000	Tls. 20	Tls. 20	{ Tls. 34,820 Tls. 35,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 buyers
Shanghai Waterworks Company, Limited.....	{ 7,200 7,200 6,000 20,000	{ £20 £20 £25 \$5	{ £20 £20 £25 \$5	{ Tls. 190,000 Tls. 45,000 Tls. 30,000 Tls. 30,000	{ Tls. 85,192 Dr. \$41,934 \$1,134	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 50 cents for year ended 31.3.05	{ 8 1/2 %	{ Tls. 365 sellers Tls. 280 buyers \$6
South China Morning Post, Limited.....	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
Steam Laundry Company, Limited.....	20,000	\$5	\$5	{ none	...	{ 70 cents for year ended 11.5.1906 \$9.95	{ 8 1/2 % 6 1/2 %	{ \$8 \$150
Tientsin Waterworks Company, Limited.....	9,900	\$10	\$10	{ \$30,000 \$25,000	\$752	Final of 50 cents making \$1 for 1905	7 1/2 %	\$15
United Asbestos Oriental Agency, Limited.....	100	\$10	\$10	{ \$30,000 \$25,000	\$752	Final of 50 cents making \$1 for 1905	7 1/2 %	\$15
Do. (Founders)	100	\$10	\$10	{ \$30,000 \$25,000	\$752	Final of 50 cents making \$1 for 1905	7 1/2 %	\$15
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	{ \$30,000 \$25,000	\$752	Final of 50 cents making \$1 for 1905	7 1/2 %	\$15
William Powell, Limited.....	15,000	\$10	\$10	{ \$30,000 \$25,000	\$752	Final of 50 cents making \$1 for 1905	7 1/2 %	\$15